



The China Mail.

ESTABLISHED 1845

M. MUMEYA
JAPANESE PHOTOGRAPHER
All kinds of Photographic
Work done in latest Styles.
DEVELOPING AND PRINTING FOR
AMATEURS & SPECIALISTS.
8a, QUEEN'S ROAD
CENTRAL.

No. 14,937.

號八月三年一十一百九千一英

HONGKONG, WEDNESDAY, MARCH 8, 1911.

日八初月二年三統宣

PRICE, \$3.00 Per Month.



OLD V.A.T.
No. 4

SCOTCH
WHISKY

SOLE AGENTS IN
HONGKONG,
CHINA &
SIAM.
A.S. Watson &
Co., Ltd.

As supplied to the
House of Lords
and
House of Commons.

CHINA MUTUAL LIFE IN-
SURANCE CO., LTD.
HEAD OFFICE, SHANGHAI.

OFFICERS:

J. A. Watie, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, Esq., F.I.A., Actuary.

A strong British Corporation Registered
under Hongkong Ordinances and under
Life Assurance Companies' Acts, England.
Insurances in Force \$37,855,885.00.
Assets \$415,250.00.
Income for Year 3,505,539.00.
Insurance Fund 8,215,812.00.

LEFFERTS KNOX, Esq., Hongkong.
District Manager.
B. W. TAPP, Esq., Canton,
District Secretary.
Alexandra Building.

C. Layder, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.

Sir Paul Chaper, Kt., C.M.G.

T. F. Hough, Esq., C. J. Lafrentz, Esq.

Hongkong, November 16 1909. 1424.

THE EMPIRE.

A very fine film entitled "The whole
process of salvage of H.M.S. Gladiator"
is being shown at the Empire Theatre
tonight and is most interesting as it demon-
strates very fully the stupendous task the
engineers had to perform. Another
film which is of particular interest to Hong-
kong residents at the present moment is a
beautiful picture of Fiji Islands and the
native life there. The grand film "Eugenie
Grandet," which is after a romance of
Balsac, is creating a considerable amount
of attention. Little Kitty Donnelly is as
sweet as ever and the warmth of her
reception is eclipsed on every successive
appearance. Mrs. Donnelly is the possessor
of a very fine voice and uses it to great
advantage while Mr. Donnelly is exceedingly
good in his dances.

AERIAL PROGRESS.

A writer in The Navy asks:—What is
the sum-total of aeronautical progress in
broad figures? Perhaps the following is
near it:—

1. An aeroplane has remained aloft for
over eight hours.
2. Has covered 200 miles without de-
scending.
3. Has flown for long distances, carrying
five passengers.
4. Has reached a height of over 10,000
feet.
5. Has attained a speed of nearly 90
miles an hour.
6. Has covered 147 miles across
country.
7. Has crossed a belt of water 52 miles
wide, unattended.
8. Has four times crossed from England
to France.

Finally, there are to-day over 600 men
and women who have flown aeroplanes.
How long is it since Santos Dumont, the
brothers Wright and Henry Farman were
the only ones?

Five ladies have been granted the pilot
certificate. The last to receive it is Miss
Jane Hervey, trained by Leblanc.
New records are of almost daily oc-
currence. Using a powerful and anticipatory
imagination, we look forward to some
gentleman (1) flying for 24 hours; (2) carry-
ing a "busload of passengers; (3) reaching a
height of 20,000 feet; (4) crossing the
Atlantic; (5) attaining 150 miles an hour
or more.

AN EXCELLENT LINIMENT.

EVERY family and especially those who
reside in the country should be
provided at all times with a bottle of
Chamberlain's Pain Balm. There is no
telling when it may be wanted in case of
an accident or emergency. It is most
excellent in all cases of rheumatism, sprains
and bruises. For sale by all Chemists and
Storekeepers.

Business Notices.

W. S. BAILEY & Co., Ltd.
OFFICES AND WORKS, KOWLOON CITY ROAD, TEL. K.21

Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
Castings, Forgings, Roofs, Bridge Work and
Engineering Work and Repairs of
every description.

THE NESTLE & ANGLO-SWISS
CONDENSED MILK CO.

CHAM (Switzerland)

AND LONDON.

MILKMAID
BRAND
Full Cream Milk.

LARGEST SALE
IN THE
WORLD.

As a guarantee of Quality.

Milkmaid
ON EVERY TIN.
Hongkong, December 1, 1910.



STERILIZED
NATURAL MILK.
A Trial of which will satisfy
you of its
EXCELLENCE.

Price:
20 Cents Per Tin.
\$2.30 Per Doz. Tins.
\$20.00 Per Case of 4 Doz.
Tins.
ON SALE AT—
LANE, CRAWFORD & Co.
Kwan Yee, Queen's Rd. Cent.
CHONG, 177, Queen's Road
Central.
MAN YUEN, Queen's Rd. East.
NAM HING LOONG, Queen's
Road Central.
MUTUAL STORE, Queen's Road
Central.
HONGKONG CO-OPERATIVE SO-
CIETY, 11, Canal Road.
1351

CANTON, MACAO AND
WEST RIVER
STEAMERS.

HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday
excepted).

CANTON TO HONGKONG—Daily at 8 A.M. and 5.15 P.M. (Sunday excepted).

HONGKONG TO MACAO—Weekdays at 8 A.M. and 2 P.M.

Sundays at 9 A.M. and 1 P.M.

MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M.

Sundays at 7.30 A.M. and 5 P.M.

MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.

CANTON TO MACAO—Every Tuesday, Thursday, and Saturday, at 4.30 P.M.

CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 A.M.

WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 A.M.

The exact times of departure can always be ascertained at the Office of the Company
or Messrs. THOS. COOK & SON.

The above sailings are subject to change.

HONGKONG, CANTON & MACAO STEAMSHIP CO., LTD.

HOTEL MANSIONS Opposite Hongkong Hotel.

Hongkong, December 6, 1910. 13

GRAND HOTEL
No. 2 Queen's Road Central.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY under European Management. Situated in the most central position.
Large and airy Rooms, luxuriously furnished; Electric Light and Fans through-
out. Sanitary arrangements of the latest pattern.

Ladies' Afternoon Tea Rooms. Special rates for married families on application to
the Manager.

CHARGES MODERATE.

F. REICHMANN, Proprietor. J. H. OXBERRY, Manager.

Telephone No. 197. Telegraphic Address "GRANDHOT," Hongkong. 1374

Hongkong, November 10, 1909.

ASTOR HOUSE HOTEL

(LAT & CONNAUGHT HOTELS).

QUEEN'S ROAD CENTRAL.

CENTRALLY situated, up-to-date Hotel. Recently renovated and under central
New Management. Large and comfortable Rooms. Excellent Cuisine made to
superior of an experienced French Chef.

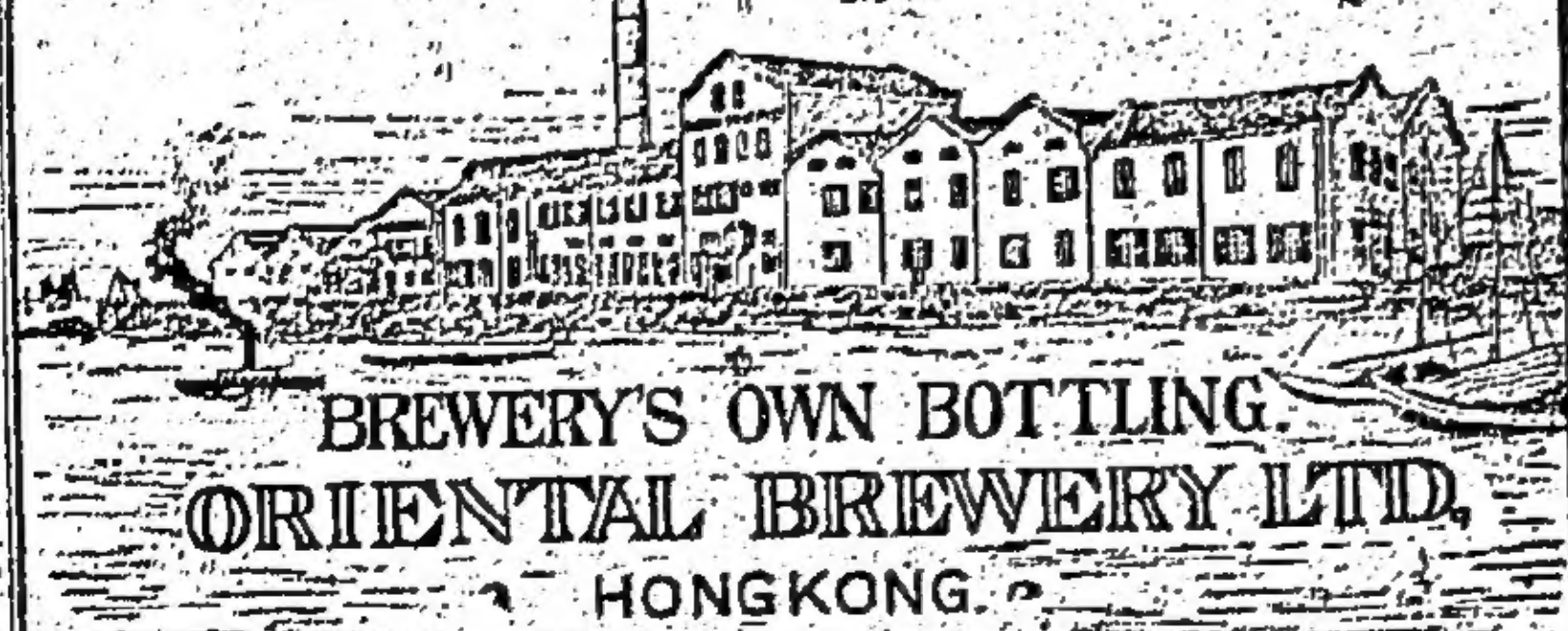
PARTICULARS AND RATES on application to MANAGER.

G. GAMEAU Proprietor. N. BLUMENTHAL, Manager.

Hongkong, October 3 1908. 136

THE BEER THAT'S BREWED TO SUIT THE CLIMATE.

O. B. BEER



BREWERY'S OWN BOTTLING.
ORIENTAL BREWERY LTD.
HONGKONG.

DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held
at the Hongkong Hotel on SATUR-
DAY, 25th March, at 8 o'clock P.M.
Members and Devonians wishing to
attend are requested to send their names
to—
M. S. NORTHGATE,
Hon. Secretary,
Hongkong, March 2, 1911. 137

THE GRAND CARLTON HOTEL

This Temperance Hotel has been established to meet the requirements of those who desire
all the conveniences and advantages of the modern Hotels at moderate charges

TELEGRAPHIC ADDRESS: GRAND.
HONGKONG. O. E. OWEN,
Proprietor.

Business Notices.

THE EASTERN ASBESTOS COMPANY,
HONGKONG.

SOLE AGENTS FOR

THE BELDAM PACKING & RUBBER COMPANY,
LONDON.

Contractors to the Admiralty and Leading Shipping Companies.
Sole Patentees and Manufacturers of the following Specialities:

Pilot Packing, Serpent Packing, Sceptre Packing,
Pilot Jointing, Beldamite Jointing.

ASBESTOS & RUBBER GOODS OF EVERY DESCRIPTION.
PACKINGS & JOINTINGS FOR ALL PURPOSES.

Office & Show Room: 4, QUEEN'S BUILDING, CHATER ROAD.
TELEGRAMS: "CORUGATED," HONGKONG. TELEPHONE No. 501.

TRAIN-YOUR DOG

TO EAT
SPRATT'S
Biscuits Dry

which not only act as the canine tooth-
brush, but cause a copious flow of saliva
which assists digestion.

SOFT FOODS
ARE INJURIOUS

If continuously given, as dogs have a
natural tendency to bolt their food.

LANE, CRAWFORD & CO.

THE BIJOU SCENIC THEATRE

FLOWER STREET.

CINEMATOGRAPH AND VAUDEVILLE.

EVERY EVENING at 7 and 9.15 P.M.

THE LATEST CINEMATOGRAPH THE BEST

PICTURES d'Elite ARTISTES

MATINEES EVERY SATURDAY AND SUNDAY, at 4 P.M.
CENTS 50, 30 & 20. Children Half Price to all Parts.

SEE HAND BILLS.

Lessee and Manager: R. H. STEPHENSON.

Hongkong, October 26, 1910. 1312

CRICKSHANK'S COUGH REMEDY.

A Valuable Remedy for Colds, Bronchitis, Asthma, and all Diseases of the Chest
and Lungs.

Price \$1.00 per bottle.

CHILDREN'S COUGH MIXTURE.

Gives immediate relief.

Price 60 cents per bottle.

MARTIN'S MIXTURE.

A specific for Influenza, Hay Fever, Cold in the Head.

Price \$1.00 per bottle.

Prepared only by

THE
VICTORIA DISPENSARY.

THE HONGKONG HOTEL.

UNRIVALED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY
MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES Manager.

196

PEAK HOTEL

ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-east Winds in
Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent
island for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.
Terms—From \$5 per day Mex. Telegraph Add: "Peaceful."
Town Office, 4, Des Voeux Road.

Hongkong, February 8, 1908.

THE CLUB HOTEL.

Best Attention Paid to Guests.

No. 5, Bund, YOKOHAMA.

Hongkong, March 1, 1911. 229

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net

In Bags of 250 lbs. net

Shewan, Tomes & Co.,

GENERAL MANAGERS.

FAIRALL & CO.

ARE SHOWING

NEW ASSORTMENT OF

Ladies' 'Ready to Wear' HATS.

TWEED SUITS

SUITABLE FOR TRAVELLING.

DOE SKIN GLOVES, etc.

2, PEDDER STREET.

Telephone 644.

MASSEY'S

1911 Directory.

NOW COMPILING.

New Firms, Clubs, Associations, etc., not appearing in the last issue are requested to
send in their names to 16, HOTEL MANSIONS, 4TH FLOOR.

NOTE:—This information is published free of charge.

"SOUVENIR"

CALENDAR AND BLOTTER FOR 1911

Pretty and Acceptable Xmas or New Year's Gift

ON SALE—KELLY & WALSH, LD.; HAYES & CO., LD.; CHIT, MAN, LD.

Amoy August 23, 1910.

A Talk on Hall's Distemper.

HALL'S Distemper continues to grow in popularity both at home and abroad.
The widely increased demand during the past year has been another great
tribute to its sterling worth. Leading Architects and Builders are specifying it
more than ever, and it has been selected for use in a great many of the leading
public buildings such as The Tower of London, The Royal Mint, The Royal
Hospital, Chelsea; The War Office, The Admiralty, The National Gallery, The
British Museum, The General Post Office, The Offices of Woods and Forests, etc.
and in Buckingham and St. James' Palaces.

While a description of Hall's Distemper is no doubt superfluous, we beg to
remind Architects, Builders, and Household of the following special points:—

It is made in two qualities—The Inside quality is the modern scientific
substitute for wall-paper; it makes a more artistic, practical, and healthier wall
covering altogether.

The Outside quality is fully weather resisting, it can be used on wood work,
iron work, brick work, stone, etc., and can be painted or varnished.

Hall's Distemper no doubt owes a great deal of its popularity to its ease of
application and great covering power, resulting in economy in both material and
labour costs. 1 cwt. will cover double the surface of 1 cwt. pure white lead, and
it dries evenly, overcoming the difficulty of obtaining a uniform tint on
plain walls.

There is no wall covering so hygienic as Hall's Distemper. It contains a
powerful germicide, and when applied it is instant death to all insect life. It is
washable after three weeks by being lightly sponged with warm water.

Special Note.—Hall's Distemper should not be confused with the
many so-called Washable Distempers now offered for sale, nor with that class of
material which requires elaborate preparation of walls. Hall's Distemper is a
unique preparation with entirely distinct advantages, and is made only by Sisson,
Brothers & Co., Ltd., Hall, and London. Sole Agents for South China.

WILLIAM C. JACK & CO., LTD

14, DES VOEUX ROAD CENTRAL, HONGKONG.

FINE OLD "AFTER-DINNER" PORTS

DOW'S VINTAGE 1890.

CALDBECK'S VINTAGE 1896.

DOW'S "FOUR CROWN."

CALDBECK'S "ROYAL TAWNY."

Caldbeck, Macgregor & Co.

ESTABLISHED 1864

Intimations.

G. FALCONER & Co.,

LIMITED,
WATCH-MAKERS AND JEWELLERS.
Telephone No. 683.

HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
FALCONER & Co. are agents for ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS.
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c. OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.

Hongkong, August 12, 1908.

MEE CHEUNG & CO.,

ART PHOTOGRAPHER, ICE-HOUSE LANE
SPECIALIST IN ENLARGING AND BROMIDE WORK.
Select Views of Hongkong and South China
Special Department for Developing and Printing for Amateurs
CAMERAS FOR HIRE.

1788

WING ON CO.,

TAILORS AND OUTFITTERS. EXPORT AND IMPORT MERCHANTS
HAVE JUST RECEIVED NEW SHIPMENTS OF
Drapery, Grocery, Ironmongery, Crockery, Glass and
China Ware, Furniture, Watches & Clocks.
The Cheapness and quality of their Goods have no equal.
205-213, DES VŒUX ROAD CENTRAL.
107 & 108, CONNAUGHT ROAD CENTRAL. (Transit pass the Door).
Telephone 189.

Hongkong, August 16, 1910.

772

J. ULLMANN & CO.

JEWELLERS, WATCHMAKERS AND OPTICIANS.

Always carry a large and varied stock of
HIGH CLASS JADE AND CHINESE-MADE
JEWELLERY
SOUVENIR-SPOONS.
THE FINEST ASSORTMENT EVER SEEN IN HONGKONG.
Prices right.

Weismann, Limited.

Bakers, Confectioners, Caterers,
Restauranters.

14, DES VŒUX ROAD CENTRAL.

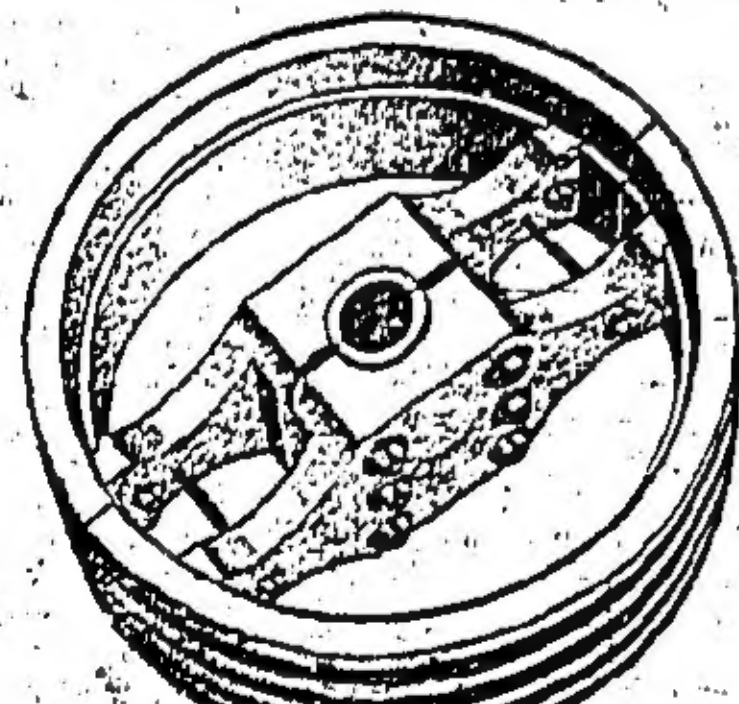
Hongkong, July 23, 1910.

GANDY'S-
BELTING-

MADE BY THE
GANDY BELT MANUFACTURING CO.,
SEACOMBE, ENGLAND.
IS THE ONLY ORIGINAL. HOLDS THE WORLD'S RECORD.
41 Prizes Awarded.
SEE THAT YOU GET THE GENUINE ENGLISH.

DODGE WOOD SPLIT PULLEYS.

ALL SIZES
TO FIT ALL
SIZED SHAFTS
IN STOCK.
FURTHER
PARTICULARS
MAY BE
HAD ON
APPLICATION
TO THE
SOLE AGENTS



MELCHERS & Co.

DINNEFORD'S
The Physician's
Cure for Gout,
Rheumatic Gout
and Gravel.
Safe and most
Effective Remedy
for Regular Use.

MAGNESIA
The Universal Remedy for Acidity of the Stomach, Headache,
Heartburn, Indigestion, Sour Eructations, Biliary Affections.

Intimations.

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-
SIMA, OCHI, MUTABE, HOJO,
KANADA, NAMAZUTA, SAYO,
SHINNEW and KAMIYAMADA
Collieries.

SOLE AGENTS FOR KISHIDAKE
COAL.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—

Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow

For addresses for above: IWASAKI
Code:—A1, ABC 5th Ed., Western Union.

AGENCIES:

YOKOHAMA: M. Asada, Esq.

CHINKIANG: Messrs Gearing &
Co.

MANILA: Messrs Macdonald &
Co.

SINGAPORE: Messrs Bortone Co.,
Ltd.

For particulars, apply to
H. OISEL,
Manager,
No. 2, PRINCE STREET,
HONGKONG.

Hongkong, January 9, 1909.

THE CHINA FIRE INSURANCE CO.,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-SECOND MEETING OF
SHAREHOLDERS in the Company
will be held at the Company's Office No.
3, Queen's Road Central, Victoria,
on THURSDAY, the 21st March, 1911, at
12 o'clock Noon, for the purpose of
receiving a Statement of Accounts and the
Report of the Directors for the year ending
31st December, 1910.

The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 24th inst.
to 9th March, both days inclusive.

By Order of the Board of Directors,
C. PEMBERTON,
Secretary.

Hongkong, February 17, 1911.

HONGKONG FIRE INSURANCE CO.,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-SECOND ORDINARY
MEETING OF SHAREHOLDERS
will be held at the Office of the Under-
signed at 12 o'clock (Noon), on FRIDAY,
the 10th March.

The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 24th inst.
to the 30th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Managers.

HONGKONG FIRE INSURANCE CO., Ltd.,
Hongkong, February 20, 1911.

CHINA SUGAR REFINING CO.,
LIMITED.

NOTICE.

THE THIRTY-THIRD ORDINARY
ANNUAL MEETING of the Share-
holders of the above Company will be held
at the Office of the General Agents,
Pender's Street, on THURSDAY, the 16th
March, at 12 o'clock Noon, for the purpose
of receiving the Report and Statement of
Accounts for the year ending 31st Decem-
ber, 1910.

The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 3rd to 15th
March, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.

Hongkong, February 24, 1911.

LUZON SUGAR REFINING CO.,
LIMITED.

NOTICE.

THE TWENTY-NINTH ORDINARY
ANNUAL MEETING of the Share-
holders of the above Company will be held
at the Office of the General Agents,
Pender's Street, on THURSDAY, the 16th
March, at 12 o'clock Noon, for the purpose
of receiving the Report and Statement of
Accounts for the year ending 31st Decem-
ber, 1910.

The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 3rd to 15th
March, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.

Hongkong, February 24, 1911.

YEE SANG FAT,

OPPOSITE POST OFFICE.

TAILORS AND OUTFITTERS.

NEW STOCK OF
LADIES' SHOES
AND
GENTS' BOOTS
ENGLISH MADE.

Slazenger Tennis Balls

\$10 doz.

Hongkong, Sept. 20, 1910.

1814

THE STATUS OF MERCANTILE
OFFICERS.The Desirability for Improve-
ments.

From time to time the Imperial Mer-
cantile Service Guild have addressed com-
munications to shipowners, both through
the medium of their representative societies
and otherwise, urging upon them certain
claims on the part of Captains and Officers
of merchant ships for greater consideration
on the part of their employers and the
desirability of extensive improvements
being made in the conditions under which
they labour, for, in the course of their
arduous duties, they require to undertake
very great responsibilities, and upon their
efforts the pecuniary interests of merchant
ships largely depend.

The new scale of pay for captains and
officers trading in Australian merchant
service vessels, which on the initiative of
the Merchant Guild of Australasia, has
lately been laid down after a careful hear-
ing by Mr Justice Higgins in the Federal
Arbitration Court at Sydney, N.S.W., are
as follows:—

INTERSTATE PASSING VESSELS.

Register Tons.	Master.	Chief Officer.	Second Officer.	Third Officer.	Fourth Officer.
1,000 and under 25	16	13	11	10	
1,000 to 2,000	28	17	14	12	10
2,000 to 5,000	32	18	15	12	10
5,000 to 10,000	36	19	16	13	11
Over 10,000	40	20	17	14	10

INTERSTATE CARGO VESSELS.

Register Tons.	Master.	Chief Officer.	Second Officer.	Third Officer.	Fourth Officer.
1,000 and under 25	16	13	11	10	
1,000 to 2,000	27	16	13	12	10
2,000 to 5,000	30	17	14	12	10
5,000 to 10,000	33	18	15	13	10
Over 10,000	36	18	15	13	10

The tons referred to are gross registered
tonnage.

In addition to the foregoing rates there
are a number of conditions laid down to
which Australian shipowners will require
to adhere for the next five years, unless any
variation may be made in the meantime by
the Australian Court of Conciliation and
Arbitration. These conditions are as
follows:—The wages shall be payable not
only for the term of the voyage or engage-
ment the subject of agreement, but also for
at least one calendar month thereafter, or
after the shipowner has intimated in writing
to the master or officer that it is not intended
to re-engage him. In each year every
master and officer shall be entitled to leave
of absence on full pay, the master for a
continuous period of twenty-one days, and
the officers for a continuous period of
fourteen days. With consent of the ship-
owner leave may accumulate for three years;
Every master and officer shall be entitled
to be absent from his vessel at his home
port from the expiration of one hour
after the vessel has been safely berthed
until two hours before the time fixed for
departure; Except as provided in clauses
2 and 3 every master and officer shall be
liable to duty any time in port, but not for
a period exceeding in each day eight hours;
If a master or officer be required to do
duty in contravention of clauses 3 and 4
he shall be entitled to overtime payment,
a master at the rate of 5/- per hour and an
officer at the rate of 2/6d. per hour;
Relieving officers, if they are certificated
officers, shall be paid for the time of
relieving at a rate not less than the wages
of a second officer employed on the vessel;
Whenever meals are not provided for a
master or officer on his ship, except during
his leave of absence, he shall be paid a
subsistence allowance. A master at the rate
of 10/- per day, an officer at the rate of 5/-
per day. Whenever a master or officer has
to pass for the purposes of the shipowner
from one port or place to another, he shall
be paid his reasonable travelling expenses
at first-class rates. The shipowner shall
also pay any reasonable expenses of the
master incurred in the service or in the in-
terests of the shipowner. Whenever a
master or officer has to change his home
port in consequence of a transfer from one
service or ship of the shipowner, to another,
he shall be allowed, on giving reasonable
notice, free first-class passage for his family
and effects, in any vessel of the shipowner
that goes to, or towards, his destination.
The shipowner shall make arrangements
whereby any badges, buttons, etc. required
for the uniform of a master or officer shall
be supplied to him at the lowest rates pos-
sible and without profit to the shipowner.
The Guild suggest that these rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of
pay and the conditions attaching thereto
furnish a remarkable disparity as compared
with the average rates of pay which obtain
in merchant ships sailing out of the port of
the United Kingdom. In the case of Aus-
tralian passenger vessels the average rates are,
all round, far higher than those which exist
in passenger vessels of similar size in this
country and, in regard to cargo vessels, the
differences payable to the captains and officers
are not only far, but also those prevailing in
what are termed liner-generators, but in
many passenger vessels the average rates of

His Britannic Majesty's Ship on the China Station.

Name.	Flag and description.	Tons.	Guns.	H.P.	Captains.	Last report at.
Kaiser Franz-Joseph I	Austro-Hungarian cruiser	4900	—	—	Capt. Alfred Cioffi	Anmy
Achéron	French armoured cruiser	1850	10	1700	Lieut. Bertrand	Saigon
Algér	French cruiser	3420	22	6100	Capt. Delzons	Saigon
Alouette	French gunboat	505	7	400	Command. de Badin	Saigon
Argus	French river gunboat	180	6	570	Lieut. d'Estienne	Canton
Carondelet	French gunboat	159	—	—	—	Saigon (Reserve)
Comète	French gunboat	500	6	590	Comdr. J. Gervais	Saigon
Décidée	French gunboat	645	10	1000	Lieut. de Linares	Saigon
Dupetit-Thouars †	French armoured cruiser	10,014	30	20,000	—	Saigon
Estoc	French gunboat	141	—	—	—	Saigon (Reserve)
Esturgeon	French sub-marine	—	—	—	Lieut. Combet	Saigon
Fronde	French destroyer	350	7	305	—	Saigon
Henri Rivière	French gunboat	—	—	—	—	Haiphong
Jacquin	French gunboat	205	6	505	—	Haiphong (Res.)
Léon	French gunboat	500	—	—	—	Saigon (Reserve)
Lynx	French submarine	—	—	—	Lieut. Maris	Saigon
Mancelle	French surveying-ship	1625	10	9000	Comdr. Ragot de Touche	Saigon
Montcalm*	French cruiser	9700	12	19,000	Capt. Chéron	Saigon
Mosquet	French destroyer	307	6	300	Lieut. de la Roche Keranderson	Saigon
Olry	French gunboat	—	—	—	Lieut. de Malmerville	Upper Yangtze
Paillo	French gunboat	180	—	—	Lieut. Pusch	Tongku
Pistolet	French torpedo boat	150	7	300	Comdr. Montmori	Hongay
Protée	French sub-marine	—	—	—	Lieut. Morris	Saigon
Redoutable	French battleship (reserve)	9437	6	6071	Capt. Drouot	Saigon
Styx	French gunboat	1798	10	1700	Lieut. Seriot	Saigon
Takiang	French gunboat	—	—	—	—	Yangtze
Takou	French destroyer	350	6	—	—	Saigon (Reserve)
Vauban	French torpedo-boat	—	—	—	—	Hongay
Veteran	French torpedo-boat	—	—	—	Lieut. Bihel	Capt. St. Jacques
Vigilante	French gunboat	125	7	500	Lieut. Biscail	Canton
Baden	German cruiser	3600	22	13,500	Capt. Vollerthun	Tsingtau
Gefeiennu	German cruiser	11,600	—	—	Captain Ular	Hongkong
Ilitia	German gunboat	900	12	4300	Comdr. Mersmann	Shanghai
Jaguar	German gunboat	900	12	1300	Capt. Myring	Shanghai
Leipzig	German cruiser	3250	24	11,000	Capt. Schroeder	Hongkong
Luchs	German gunboat	900	10	1350	Comdr. Bendemann	Ponape
Nürnberg	German cruiser	3400	22	15,290	Capt. Tagert	Yangtze River
Otter	German river gunboat	—	—	—	Capt. Lieut. Jantzen	Anmy
Scharnhorst	German flag-ship	11,600	30	26,000	Capt. Krift	Shanghai
S. 90	German torpedo-boat	400	8	6300	Capt. Lieut. Heyden	Shanghai
Taku	German torpedo-boat	590	4	6000	Lieut. Koble	Tsingtau
Tiger	German gunboat	900	10	1350	Comdr. Lappo	Canton River
Tsingtau	German river gunboat	223	4	1300	Capt. Lieut. Graf Dolna-Schledien	Shanghai
Vaterland	German river gunboat	223	4	500	Capt. Lieut. Kauter	Shanghai
Calabria	Italian cruiser	2145	—	—	Capt. Cusanova	Shanghai
Macao	Portuguese gunboat	—	—	—	Capt. Matto d'Oliveira	Macao
Patria	Portuguese gunboat	700	—	—	Captain Carvalho Brande	Hongkong
Republia	Portuguese cruiser	—	—	—	Capt. Cunha Lima	—
Adder	U. S. submarine	—	—	—	Ensign J. M. Murray	Cavite
Albany	U. S. protected cruiser	3430	17	7900	Lieut. Clarence S. Williams	Cavite
Bainbridge	U. S. torpedo-boat-destroyer	420	7	8000	Ensign E. S. Root	Manila
Barry	U. S. torpedo-boat-destroyer	420	7	8000	Ensign Robt. W. Canine	Manila
Calico	U. S. gunboat	243	8	250	Ensign Stuart W. Gake	Manila
Chauncey	U. S. torpedo-boat-destroyer	420	7	8000	Ensign L. N. McNair	Manila
Chattanooga	U. S. protected cruiser	3100	10	4700	Comdr. John D. McDonald	Amoy
Cleveland	U. S. protected cruiser	3100	10	4700	Comdr. Hugh Rodman	Cavite
Dale	U. S. torpedo-boat-destroyer	420	7	8000	Ensign F. J. Fletcher	Cavite
Decatur	U. S. torpedo-boat-destroyer	420	9	—	Ensign C. S. Graves	Cavite
El Canó	U. S. gunboat	—	—	—	Lt. Comdr. William D. Brotherton	Cavite
Helena	U. S. gunboat	1397	18	1800	Comdr. R. O. Bittler	Yangtze River
Juvis	U. S. gunboat	—	—	—	Lieut. J. W. Schoenfeld	Cavite
Minidori	U. S. gunboat	170	5	—	Lieut. C. A. Woodruff	Cavite
Maccoasin	U. S. submarine	—	—	—	Ensign E. D. Whorster	Cavite
Mohican	U. S. station ship	1900	—	524	Ensign Robt. V. Lowe	Cavite
Monterey	U. S. monitor	4084	4	5200	Commander H. A. Bingham	Cavite
New Orleans	U. S. cruiser	2420	25	—	Comdr. William G. Miller	Manila
New York †	U. S. protected cruiser	8150	25	17,075	Comdr. Joseph L. Jayne	Cavite
Parang	U. S. gunboat	243	8	—	Lieut. George C. Pegram	—
Porpoise	U. S. submarine	—	—	—	Ensign J. C. Van de Carr	Cavite
Rainbow	U. S. cruiser	6206	14	—	Comdr. Charles M. Fahn	Cavite
Samar	U. S. gunboat	24	8	250	Ensign N. H. Goss	Yangtze River
Shark	U. S. submarine	—	—	—	Ensign Henry M. Jensen	Cavite
Villalobos	U. S. gunboat	375	9	500	Ensign R. C. Smith	Yangtze River
Winnington	U. S. gunboat	1307	20	1894	Comdr. W. A. Edgar	Hongkong
† Flagship of Rear-Admiral John Hubbard, Commander-in-Chief United States Asiatic Fleet.						
† Flagship of Rear-Admiral de Castries, Commander-in-Chief, the French China Station.						
† Flagship of Capt. (Commodore) Jan-Korngutzel, Commanding the local defence Indo-China.						

A. S. Watson & Co., Ltd.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S



VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure Malt Scotch Whiskies.

For over 30 Years WATSON'S 'E' has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

A. S. Watson & Co., Ltd.,

ALEXANDRA BUILDINGS.

S. MOUTRIE & CO., LD.

New Sample Records.

JUST RECEIVED.

- 5811 I'm Looking for a Nice Young Fellow.
5813 My Dreams (Trot).
5814 Winter (Bryan-Gumble).
5815 Merry Wedding Bells.
5817 Sweetness.
5818 Lullaby Song—March.
5819 Song of the South.
5820 Gens from 'The Three Twins'.
5821 Gens from 'Pirates of Penzance'.
10707 a Somebody Else, It's Always Somebody Else.
10708 a Watermelon Melody.
10709 a The Rest of the Week She's Mine.
10710 a McCarthy's Old Trombone.
10908 a That's the Fellow I Want to Get.
10909 a The Colored Duet.
10910 a Cheer Up My Honey.
10911 a I'd Rather Be a Minstrel Man Than a Multi-Millionaire.
10912 a New Mown Hay-Barn Dance.
10913 a American Rhapsody.
10914 a Dream Faces.
10915 a Ellen Allanna.
10916 a The Moonlight, the Rose and the Yew.
10917 a After the Rain, My Love.
10918 a Slip on Your Gingham Gown.
10919 a Honey-mooning in Bunbury.
10920 a I Won't Be Back 'Till August.
10921 a The Avenger March.
10922 a Beautiful Isle of Somewhere.
10923 a Dear Lord and Father.
10924 a La Fiancée Waltz.
10925 a Dream on the Ocean Waltz.

Hongkong, April 10, 1907.

WM. POWELL,

LIMITED.

ARTISTIC STYLES

IN

EVERY KIND OF HOUSEHOLD FURNITURE.

SEE WINDOWS.

Customers Own Ideas

and Designs carried out.

DESIGN BOOKS,

PATTERNS OF MATERIALS

AND QUOTATIONS FOR ALL

FURNISHING WORK PROMPTLY

SUBMITTED.

Wm. Powell, Ltd.,

FIRST FLOOR,

ALEXANDRA BUILDINGS.

'EMPIRE'

CINEMATOGRAPH THEATRE.

THE PIONEER HALL OF THE COLONY
Des Voeux Road Central,
Opposite Central Market.

2 Performances:—7.15 to 9 and
9.15 to 11.30 P.M.

TO-NIGHT

GRAND CHANGE OF PROGRAMME.

The grand picture

after a romance of H. BALZAC

'EUGENIE GRANDET'

The interesting film

THE WHOLE PROCESS OF SALVAGE

OF H.M.S. GLADIATOR.

The celebrated DONNELLY Artists,

LAST & FAREWELL PERFORMANCE

The Great Comedian and Wonderful

Expert Bill Dancer

MR. DENIS CARNEY.

MEMOS FOR TO-MORROW.

Noon—Meeting of China Fire Insur. Co.
2.30 p.m. Legislative Council Meeting.
3.15 p.m. Annual Meeting of the Church
Missionary Society at St. Paul's College.
9 p.m. Union Church Literary Club, Mr.
A. Bellamy Brown on "A Physician of
the 14th Century."
9 p.m.—Skiating Carnival at Belle View
Hotel.

General Memoranda.

FRIDAY, March 10:—
Noon—Meeting of H.K. Fire Insur. Co.
5.30 p.m. Lecture by Major Watling at
Volunteer Headquarters.
4.30 p.m.—Lady Lugard's "At Home."

SATURDAY, March 11:—
First Aviation Meeting in Hongkong.
Governor lays Foundation Stone, New
Wing, St. Paul's College.
3 p.m. Boys' Brigade Inspection, St.
Andrew's, Kowloon.
Blake Shield Competition.
Engineers' Dinner.
9 p.m.—Skiating at the City Hall.

SUNDAY, March 12:—
10.45 a.m.—H. K. Y. C. Church Parade
at Union Church.
TUESDAY, March 14:—
5.15 p.m.—Hongkong Club's General
Meeting of Members in Club House.

THURSDAY, March 16:—
Noon—Meeting of China Sugar Refining
Co., Ltd.
12.30 p.m.—Meeting of Luzon Sugar
Refining Co., Ltd.
9 p.m.—Lecture at Union Church
Literary Club by Mrs. W. J. Williams.
B. Litt.

FRIDAY, March 17:—
St. Patrick's Day.
MONDAY, March 20:—
9.10 a.m.—Lady Lugard "at Home" at
Government House.
THURSDAY, March 23:—
9 p.m. Lecture at Union Church Literary
Club by Mrs. W. J. Williams B. Litt.

The China Mail.

HONGKONG, WEDNESDAY, MARCH 8, 1911.

A SPLENDID ORGANISER.

WHEN Admiral of the Fleet Lord
FISHER of KILVERSTONE retired from
the active list the other day
on completing his 70th year, the
British Navy lost one of the greatest
organisers it has ever had. We may
disagree in some details with "JACKY
FISHER," but in the broad outline
of his policy we think all well-wishers
of the Navy see that he served its
interests splendidly. He was the
creator of the latest phase in the
modern history of the British Navy
and that he leaves a deep mark upon
its records no one will question. It
is just a year ago since he retired from
the post of First Sea Lord of the
Admiralty and it is well therefore
to look back a little and see
what manner of work he has accom-
plished. During the five years that
he held that high position he was
responsible for such striking changes
in the administration, organisation,
distribution, and equipment of the
Royal Navy that he earned for him-
self the distinction of being the most
conspicuous admiral who had held
that office in modern times. It was
inevitable that such sweeping reforms
as he initiated and carried through
should disturb the "old school," and
give rise to vigorous controversy.
This is not the place, nor the occasion,
for discussing the character and in-
fluence of the changes which he brought
about nor for expressing regret that he
thought the China squadron such a
negligible quantity. As the naval cor-
respondent of one of the leading
English papers points out, his reforms

represented his interpretation of the
necessities of the time, of the re-
quirements of the altered conditions
brought about by the evolution of
the warship, of the development of
our Navy, and the transformation in
the distribution of naval strength
abroad. But it is only necessary to
enumerate the chief features in the
far-reaching revolution which he
accomplished in the reorganisation of
the British fleet to justify the wisdom
of his selection for that high office,
and to indicate the quality of his
genius and the energy of his char-
acter.

Upon his appointment to the post
of First Sea Lord in 1904, re-
marks the same critic, followed
quickly the introduction of the nucleus
crew system, the "scrapping" of
obsolete vessels, the adoption of the
Dreadnought type of warship, and
the formation of the Home Fleet.
Secondary reforms were—Complete
reorganisation of the dockyards; im-
proved system of refits of ships; the
introduction of the Royal Fleet Re-
serve, composed only of ratings who
have served for a period of years
in active service; improvement of the
Royal Naval Reserve by enforcing
periodical training on board modern
commissioned ships instead of in
obsolete hulks or shore batteries;
establishment and extension of Royal
Naval Volunteer Reserve; the es-
tablishment of a service of offensive
mines and minelaying vessels; the
introduction of vessels for mine-
sweeping; the complete organisation
of a service of auxiliary vessels for
the fleet in war; the development
of submarines and the equipment
of submarine bases with all necessary
auxiliaries; the "proper organisation
of destroyer flotillas with their
essential auxiliaries; the development
of wireless telegraphy for naval
purposes; the foundation and develop-
ment of the Royal Naval College;
the establishment of signal schools at
each post; the establishment of a
navigation school; improvement in
gunnery and torpedo-training; com-
plete reorganisation of the arrange-
ments for mobilisation, whereby every
officer and man is always detailed by
name for his ship on mobilisation,
and the mobilisation of the whole
fleet can be effected in a few hours.

The adoption of the Dreadnought type
of battleship in 1905 has been regarded
by many as anything but a blessing.
It has been urged that it was too
hastily adopted, and is shown by the
large modifications introduced into
the succeeding vessels of the same
type. Moreover, it has vastly increas-
ed our naval expenditure, and foreign
navies have readily adopted it, and
stand in relative strength closer to us
than they could have done had there
been no advance on the older type of
battleship. But on the other hand, it
is contended that the type was bound
to come sooner or later, and thus
in adopting it first we secured the
great advantage of priority in build-
ing.

The nucleus crew system has
provided a great development of the
fighting efficiency of the fleet and its
immediate readiness for war. Even
those who consider the system far
from perfect acknowledge that it is
an immense advance on the system
it superseded. Under the nucleus
crew system every ship of any fighting
value, if not in full commission, or if
not undergoing such heavy repairs
as to be for a time unfit for service, is
kept in commission with a reduced or
nucleus crew of from two-fifths to
three-fifths of her full complement.
The system enabled a much larger
number of ships to be kept in com-
mission, without any great and costly
increase in the aggregate personnel of
the fleet. The policy of "scrapping"
vessels of no fighting value also
contributed to this end, the comple-
ment released becoming available for
manning the nucleus crew ships.

There followed on the introduction
of the Dreadnought, the organisation
of the nucleus crew system, and the
withdrawal of obsolete ships from the
active list of the Navy; the strategic
redistribution of the fleet, and the
creation in home waters of a naval
force of unprecedented strength. In
1904 twelve of the best battleships
were in the Mediterranean, six or
eight with the Channel Fleet, and

eight of the least modern were assign-
ed to the direct defence of Home
waters. In the spring of 1909 the
Channel Fleet was absorbed into the
Home Fleet, which now in each of
its divisions includes eight battleships
of the most modern type. When
Lord Fisher joined the Navy in
1854 steam navigation was in its
infancy. He leaves it building ships
of the Dreadnought type of increasing
magnitude, and armed with guns of 13.5
calibre. His career was not unevent-
ful before 1904, but it is since then
that he has made his way by entirely
revolutionising the naval defences of
the country. He retires crowned
with honour.

NEWS OF THE DAY.

The failure is reported of Mr. Wada
Tuyofiro, a prominent woolen cloth mer-
chant of Tokyo. His liabilities are estimat-
ed at Yen 1,800,000, the creditors including
several foreign firms in Yokohama.

The Government of the Commonwealth
of Australia is about to appoint a British
officer to organize an extensive wireless
system. Admiral Sir Reginald Henderson
is recommended for the post.

The gross receipts at the recent Bang-
kok aviation meeting amounted to about
Tos. 24,700, the total thus falling below
the Tos. 25,000 agreed upon. The Royal
Bangkok Sports Club had to forego their
percentage.

Lord Lansdowne has offered the nation
the refusal of Rembrandt's picture "The
Windmill" (for which he has received an
American offer of £100,000). Lord Lan-
sdowne will himself contribute £5,000, if
his offer be accepted.

A New York telegram says the Inter-
State Commerce Commission has decided
that both the Eastern and Western rail-
roads have failed to prove the necessity of
increasing their rates and orders the old
rates be restored by March 10.

A Christian Scientist, Grand March,
dedicated to Mary Baker Eddy, arrived by
the last mail. On the title page appears a
photograph of Mrs. Eddy taken from her
favourite oil painting when 80 years of age.
It is a very pretty match and while brilliant
is not difficult.

At a meeting of the directors of the
Shanghai Gas Company, Ltd., it was decid-
ed to recommend the payment of a final
dividend for 1910 of Tls. 3.80 per share,
being at the rate of seven per cent. on the
paid-up capital; making thirteen per
cent. for the year.

A 5,000-ton steamer is being con-
structed at Glasgow for a foreign shipping
firm. The vessel will be driven at a speed
of 12 knots an hour by Diesel engines.
The latter will use oil fuel, 100 tons of
which will propel the steamer as far as 300
tons of coal would.

Flying does not seem to catch on in
Deli, where a committee formed to arrange
for demonstrations by Kuller sent out 2,000
circulars asking for public support. Only
a few hundred dollars could be raised.
At Bataavia, the public are just as
backward.

Half-sovereigns are said to be scarce
in England owing to a machine at the Mint
being out of order. In being scarce, how-
ever, half-sovereigns can scarcely be
considered an exception to the general
rule, the common experience of most people
being a perpetual shortage of coins of all
kinds.

Gunner James, of the Royal Field
Artillery, who arrived at Conoor with
convalescents from Kirkee, went out shoot-
ing in the jungle when his gun went off
accidentally and the shot passed through
his left jaw shattering it to pieces and kill-
ing the unfortunate man on the spot. The
deceased had been only four years in the
service.

A permanent Philippines Exposition
plan has just been projected and carried
through successfully and in future every
year will see a vast quantity of the best
parts of the annual exhibits brought to
Manila in connection with the Carnival
remain in the city as a feature of the
great Philippine Museum which is shortly
to be erected.

Telegrams from Peking state that
Feng Hsu, the Famiao Commissioner, has
reported to the Throne by telegraph that
he has just completed an inspection of the
luminous districts in Anhui and
Kiangpei. The number of people needing
succor was ascertained to be at least two
millions, but the funds at his disposal
were absolutely inefficient. He requested
that contributions should be raised for
spring relief work.

INTERNAL TREATMENT NOT

NECESSARY FOR RHEUMATISM

FULLY nine out of every ten cases of
rheumatism is simply rheumatism of the
nerves due to cold or damp, or chronic
rheumatism; neither of which require any
internal treatment. All that is needed to
afford relief is the free application of
Chamisso's Pain Balm. Give it a trial.
You are certain to be pleased with the
quick relief which it affords. For sale by
all Chemists and Storekeepers.

NEWS OF THE DAY.

The Hongkong Aviation Meeting has
been definitely fixed for the 18th, 19th and
20th inst. at Shatin.

The annual meeting of the Hongkong
General Chamber of Commerce is to be
held on the 20th inst.

A fancy skating carnival is to be held
at the Belle View Skating Rink on Thurs-
day night when there will be doubtless a
large attendance.

Our readers will be glad to hear that
the "Follies" are returning to Hongkong
from Manila shortly. They will open here
on Tuesday, the 14th inst., and remain for
three nights before going North.

M. Pichon before his retirement as
Minister of Foreign Affairs rejected the
proposals of the Socialists to open a dis-
cussion with England and Germany looking
to the gradual disarmament of the three
Powers.

Both The Times and Daily Telegraph
have leading articles pleading for the
publication of the points on which the
Constitutional Conference agreed or nearly
agreed, and the differences on which the
Conference collapsed.

Negotiations between the Nippon
Yusen Kaisha and the Governor-General
of the Philippines for the purchase of the
N.Y.K. steamer Yawata-maru have ended
in failure, and the steamer, says the
Japan Gazette, will continue her service on
the Australian route.

The need of two stops in the organ at
St. John's Cathedral is much felt, viz: a
bass flute on the pedal organ, costing about
\$80, and a double trumpet on the swell
organ costing about \$600, whilst the addi-
tion of the twelve lowest pipes of the pedal
violin, forming the transverse front which
would cost about \$500 would add much
to the effect and appearance of the
instrument.

SOCIAL AND PERSONAL.

Several people well known in the Far
East are passing through for home in the
P. & O. Syria.

Under the auspices of the Old
Volunteers Society, Mr. Sutor will deliver an
illustrated lecture on Australia at the City
Hall on Thursday at 8 p.m.

By a motor accident which occurred at
Kuala Lumpur, Mr. Keddie, of the Hong-
kong and Shanghai Bank, sustained a
broken leg and Mr. Stendman was injured
on the head.

H. H. the Sultan of Pemak, accompanied
by his suite, have booked their passages
for Home by the P. & O. Delta leaving
Penang on May 30th. H. H. the Sultan
will arrive in London on June 17th.

A number of local people left for home
on furlough to-day by the P. & O. Syria,
among them being Mrs. and Miss Hastings,
Mrs. and Mrs. J. M. Ramsay, Mrs. A.
Denison, Mrs. R. D. Harvey and Mr. and
Mrs. Frank Maitland.

Mr. D. Lyle, of Talkoo Dock, is leaving
the Colony by the s.s. Devenah at the
beginning of April for a vacation in the
Homeland. Mr. Lyle recently had the
misfortune to slip while on board the s.s.
Lightning and put his shoulder out of
joint.

Lord Dudley, Governor-General of the
Commonwealth of Australia, will retire in
July, and will be succeeded by Lord Den-
man. Lord Denman, who was born in
1874, saw service in South Africa with the
Imperial Yeomanry and is Captain of the
Hon. Corps of Gentlemen at Arms.

We are desired to state that through the
courtesy of His Excellency Vice Admiral
Sir Alfred Wintle, K.C.B., C.V.O.,
C.M.G., the Band of H.M.S. Minotaur
will play at Government House on the
occasion of Lady Lugard's "At Home" on
Friday next.

The forthcoming visit of the King Em-
peror to India is a topic which is being
eagerly discussed in the courts of the Feud-
atory Chiefs and many of them are anxious
that their Emperor should pass through
their States. It is stated that the Nizam
of Hyderabad has formally invited His Ma-
jesty, but it is extremely doubtful whether
time will permit His Majesty to gratify His
Highness's desire. It is also understood
that Baroda and other Native States have
invited His Majesty.

The King has been pleased to approve
of the appointment of Vice-Admiral Sir
Frederick William Fisher, K.C.V.O., to
be president of the Royal Naval College,
Greenwich, in succession to Admiral Sir
John Durnford. Sir Frederick is a younger
brother of Lord Fisher of Kilverstone, and
up to last year was Admiral Superintendent
of Malta Dockyard. He joined the Navy
forty-five years ago, and knows the China
and Australian Stations well.

The Hon. Mr. F. J. Baddeley, Captain
Superintendent of Police, left for nine
months' leave to-day by the German mail,
being accompanied by Mrs. Baddeley and
children. Capt. Lyons on his return to
duty will assume charge of the Force and
Mr. P. P. J. Wodehouse will act as
Deputy Superintendent. Mr. and Mrs.
Baddeley were given a hearty send-off,
the Chinese members of the Force remem-
bering Mr. Baddeley with a beautiful lot of
flowers.

[Continued.]

FRENCH POLITICS.

GOVERNMENT'S SAFE POSITION.

(Reuter's Service to the China Mail.)
London, March 7.
Reuter's Paris correspondent tele-
graphs that the French Chamber has
passed a vote of confidence in the
Government by 309 votes to 114.

FRESH DISSATISFACTION.

(Reuter's Service to the China Mail.)
London, March 8.
It is reported from Paris that the new
Cabinet's programme is too advanced for
the moderate groups and too moderate
for the extremists.
A short life is predicted.

PRINCE LEOPOLD BETTER TO VISIT JAPAN.

(Reuter's Service to the China Mail.)
London, March 8.
A message from Sydney states
that Prince Leopold of Battenberg, who
was recently seized with acute and
acute throat trouble, is now convalescent.
He will shortly proceed to Japan.

BRITISH TRADE RETURNS.

FURTHER INCREASES.

(Reuter's Service to the China Mail.)
London, March 8.
The increases in the trade returns for
the month of February, as compared
with last year, are—Imports, £4,918,
448; Exports, £3,981,250.

AMERICAN POLITICS.

MINISTER OF INTERIOR RESIGNS.

(Reuter's Service to the China Mail.)
London, March 8.
From Washington it is reported that
Mr. Ballinger, Minister of the Interior, has
resigned, and that Mr. Walter Fisher, of
Chicago, succeeds him.

RUSSIA'S NEW POLICY.

POLICE FLOTILLA FOR THE AMUR.

(Reuter's Service to the China Mail.)
London, March 7.
It is reported from St. Petersburg
that a Russian police flotilla will be
stationed on the Amur in the Spring
and that all vessels, including Chinese,
will be subject to its orders.

A Washington telegram to the Cabi-
net-American states that ex-minister
of Secretary of the Interior Worcester,
Executive Secretary Carpenter, and Direc-
tor of Lands Slosser, as well as important
recommendations concerning the future
land policy of the Philippine Government,
sum up the majority report of the special
investigating committee which was sub-
mitted in the House of Representatives
recently. The report finds that land affairs
in the Philippines have been honestly
administered by the accused officials, and
that the criticism of them by Congressman
Martin of Colorado, and others, is unjust.
The report further recommends that
localizations of officials of the Philippine
Government should be discontinued
hereafter and that steps should be taken to
limit Philippine land holdings in future.

A REMEDY WHICH NEVER FAILS

DIARRHOEA should be cured without
loss of time and by a medicine which
like Chamberlain's Colic, Cholera, and
Dysentery Remedy not only cures promptly
but produces no unpleasant after effects.
It never fails and is pleasant and safe to
take. For sale by all Chemists and
Storekeepers.

Delicias de Manila.

Our own SPECIAL Brand.

Made from the first pick of the Finest Manila Leaf Tobacco.

PERFECTOS
REINA VICTORIAS
LONDRES
OBERROOTS

ALL CLARO.

We have also large stocks of

JUPITER (Gold tipped) Egyptian Cigarette 50 Cents per Tin of 50.
SPECIAL (Cork tipped) 40

H. Price & Co., Ltd.

Wine and Spirit Merchants,

12, Queen's Road Central Hongkong,

and 63, Haiphong Road, Kowloon

[Continued.]

DEATH OF A JAPANESE SINOLOGUE.

(Independent News Agency's Service
to the China Mail.)
Tokyo, March 8.
Mr. Morikainen, a poet of the first
rank and a prominent authority on the
Chinese classics, died yesterday after
a long illness.
His death is universally lamented by
the public, but more particularly in
Chinese literary circles in Japan.

JAPANESE POLITICS.

THE ANNEXATION OF KOREA DISCUSSED.

(Independent News Agency's Service
to the China Mail.)
Tokyo, March 8.
The Government bill seeking the Diet's
post-facto consent to the extraordinary
financial measures necessitated by the
annexation of Korea, and the Bill con-
ferring extraordinary legislative powers
on the Governor-General of Chosen for
five years, were yesterday discussed in
the Lower House.
A hot debate ensued and in the
event the two bills were approved.

AN IMPORTANT CON-SULTATION.

(Wah Teo Yat Po's Service.)
PEKING, March 7.
The Prince Regent has convened a
meeting before the Throne, at which
important questions are to be discussed.

REPORTED RUSSIAN AGGRESSION.

ILI SAID TO BE SEIZED.

(Wah Teo Yat Po's Service.)
PEKING, March 7.
It is reported here that a telegram
has been received from the Governor of
Sinkiang to the effect that Russian
troops have seized Ili and turned out
all the local officials.
It is further rumoured that the Acting
Tartar General has abandoned the city
and fled.

ECHO OF THE CHANGSHA RIOTS.

(Wah Teo Yat Po's Service.)
PEKING, March 7.
The Governor of Hunan has reported
that a sum of \$600,000 is required to
meet the demands made by the various
Consuls for compensation in connection
with the riots at Changsha last year.

A NEW ORGANISATION.

(Wah Teo Yat Po's Service.)
PEKING, March 7.
The aristocratic families of Mongolia
are establishing a Ruin Preservation
Society.
The Grand Council has ordered that
enquiries be made into the objects of
the organisation in order to avert riots.

SETTLING THE YUNNAN TROUBLE.

BRITAIN'S CLAIMS UPHELD BY POWERS.

(Wah Teo Yat Po's Service.)
PEKING, March 7.
The British Minister has agreed to
withdraw the troops from Li-mo, but
has insisted on a recognition of the map
which upholds the British contention as
to the boundary line. This map has
been approved by all the Powers.
This means a loss of considerable
territory to China.

CLAIMS FOR MONEY LENT.

At the Supreme Court this morning, before Mr. Justice Hazland, Ip Mui Hui Jong alias Ip Mui Kai sued the Man Ma firm and others to recover \$1,000 for money lent and advanced. Defendants Leung Chak Man and Chin Wing Yu were sued as partners.

Mr. A. G. Jackson appeared for plaintiff and Mr. J. H. Gardiner defended.

Mr. Gardiner said his client was not present. In this action Mr. Soth has been appointed and was still Receiver and a bond was being entered into.

His Lordship: Are you going to defend this action?

Mr. Gardiner: No.

His Lordship: Well, Mr. Jackson will prove his case.

After plaintiff had given evidence Mr. Gardiner asked if he could ask a question.

His Lordship: I thought you were no longer instructed?

Mr. Gardiner: I am still instructed but my client is not here and I cannot defend.

Mr. Gardiner asked plaintiff if he was a friend of defendant.

Plaintiff: Yes.

What relation are you to—A cousin on my mother's side.

His Lordship: A first cousin?—Yes.

Mr. Gardiner: You know he disappeared in February?—Yes.

You took no proceedings until after he had gone?—I did not know that he had absconded.

His Lordship gave judgment for plaintiff.

Judgment was also given for plaintiff with costs in the case in which Chin Fuk Kwai sued the Man Ma firm and others to recover \$502.50 money lent and advanced.

CHANGES IN THE DIOCESE.

Bishop Lander postpones his Holiday in favour of Archdeacon Barnett.

The following letter, which has been placed at our disposal, explains itself. We are sure our readers will sympathize with Archdeacon and Mrs. Barnett in their enforced suspension from work here for a while and also with Bishop and Mrs. Lander who have so kindly given up their berth and postponed their holiday till the return of the Archdeacon.

St. Stephen's College.

Hongkong, 6th March, 1911.

For some months past I have been unfit for work, yet I was hoping with care to be able to pull through the summer. Yesterday, however, the doctor shattered these hopes by deciding that I must go home for complete rest for a time, in the expectation that I shall be able to return to Hongkong within twelve months.

Bishop and Mrs. Lander had taken berth for London by the P. & O. s. s. *Marmara*, due to sail on the 18th instant. They insist upon vacating their cabin in my favour, and as the Bishop decides he cannot leave the diocese at present, if I am absent also, my wife and I are obliged, though with great reluctance, to yield to their most kind suggestions, which are strong enough to amount almost to commands.

Everyone indeed is most sympathetic, and our fellow-workers are anxious to do everything possible to make our departure easy. We therefore expect to reach London about April 17th, and for a few months letters addressed c/o Church Missionary Society, Salisbury Square, London, E.C., should reach us.

Yours very faithfully,

H. JUDD BARNETT.

During Archdeacon Barnett's absence the Rev. W. H. Hewitt will be Acting Secretary of the C. M. S. South China Mission.

THE LATE DR. L. PEREIRA MARQUES.

The Funeral.

In the midst of every manifestation of sorrow and regret the remains of the late Dr. L. P. Marques, who passed peacefully away at his residence, No. 36, Praca, Luiz de Camoes, on Sunday night, were laid to rest in St. Miguel cemetery, Macao, on Tuesday evening.

The body was placed in a lead coffin encased in oak and rested on a catafalque in the centre of the hall which was suitably draped and surrounded by lighted candles and numerous wreaths, amongst which were those from Mr. F. P. Marques, the deceased's brother, with the inscription: "Saudade imbecilissima do seu affectuoso irmão, Mrs. Estephania Xavier and sons, Mr. J. M. de Castro Bosto and family, Mr. and Mrs. L. Noronha, Consul General J. J. Leiria, Club Lusitano, Macao Club, and many others."

Some time after the arrival of the a. s. *Sui Tai* from Hongkong, by which a number of friends of the deceased journeyed, a procession was formed headed by the Chaplains of the respective parishes of Macao with their crowns besides a full complement of Seminary from St. Joseph's College. The chief mourner was the deceased's only surviving brother and Messrs J. M. C. Busto and Arthur Busto, the former bearing a cushion on which were placed the decorations of the late doctor and the latter carrying his medical investiture of diplomas.

The band of the Police Force played Chopin's funeral march and at the gate of the cemetery a guard of honour was posted to do honour to the memory of deceased. Three volleys were fired over the grave.

Dr. Alfred Lello delivered a most eloquent tribute dwelling both on the late doctor's public and private career.

COMPANY MEETING.

The Kowloon Land and Building Co., Ltd.

The twenty-second ordinary meeting of shareholders in the Kowloon Land and Building Co., Ltd., was held at the Company's Office, Victoria Buildings, to-day.

Mr. T. H. Hough presided and there were present Messrs A. Rodger, J. M. E. Machado, directors; E. Chandrabhoy, J. L. N. Moly, J. Rodger, Mowbray S. Northcote, E. J. Hughes, A. S. Howett, Tang Yet Ting, E. B. Shepherd and the secretary, Mr. A. Shulton Hooper.

The secretary read the notice convening the meeting.

The Chairman said:—Gentlemen, with your permission we will take the report and accounts as read. During the year under review our net receipts from rents show a falling off of \$572.79 on account principally of change of tenancies and our expenditure on repairs, from the same cause, shows an increase of \$1,438.25.

These two items alone are the cause of our only being able to pay a dividend of 82, as against 82.30 for that of the previous year, but as all our houses are occupied and some at increased rental, your Directors confidently expect, failing any unforeseen circumstances to be able to pay for the current year the same dividend as that paid for 1909.

There being no questions the Chairman moved the adoption of the report and accounts.

Mr. A. Howett seconded and the motion was carried.

On the motion of Mr. J. H. N. Moly seconded by Mr. Tang Yet Ting, Messrs A. Rodger and J. M. E. Machado were re-elected directors.

Mr. J. Rodger proposed and Mr. Chandrabhoy seconded and it was agreed that Mr. R. C. Edwards be re-elected auditor.

The Chairman:—I thank you for your attendance; that concludes the business. Dividend warrants will be ready to-morrow on application.

SPORTING.

Boxing.

Private Potter, 1st Bat. K.O.Y.L.I. asks us to publish the following:—Seeing that Stoker Timsan, H.M.S. *Minotaur*, has challenged anyone in the Colony at 6 stone, Pot. Potter, K.O.Y.L.I. accepts the challenge.

Stoker Timsan requires a side bet of \$500, but Pot. Potter regrets to say he cannot raise such an amount but would only be too pleased to fight him the best of 20 rounds and the best purse offered.

Potter was challenged by Stoker Timsan at the last Boxing Tournament held at the City Hall on 29th January last, when the challenge was accepted. "Now as a sportsman it is up to him to come forward."

This challenge is to stand good in any case should Potter be beaten in his next two (2) fights which are taking place on the 11th and 18th instant respectively.

Lawn Tennis.

HONGKONG C.C. TOURNAMENT. There is a big entry for the Hongkong C.C. tournament, which is shortly to open. The draws have already been made.

In the "A" Class Doubles Handicap 28 pairs have entered, while in the "A" Singles the entries total 41.

The Professional Pairs have brought out 27 couples; the "B" Class Doubles Handicap 15 pairs; and the "B" Singles 34 competitors.

In the Hakwan Cup Doubles Messrs R. and H. Hancock this evening meet Capt. Brierley and Lieut. Day.

Boxing: Light Weight Championship.

Matt Wells beat Walsh on points for the Light Weight Championship of Great Britain. The purse was £200.

DEATH OF SIR LEWIS DENDING.

Rangoon papers regret to record the death of Sir Lewis Dending at Jubbulpore on Thursday evening, February 10th. General Dending had been ill for a long time from ague and when he embarked at Rangoon for Calcutta it was feared that he had not many days to live. He rallied, however, somewhat and at Calcutta was able to continue his journey to Bombay. He halted at Jubbulpore and there died after two days.

Sir Lewis Dending, who was created K. C. B. two years ago, had been in command of the Burma Division for four years. He was born in Devonshire, sixty-three years ago and entered the Army in 1867. He served in the Afghan War, the Burma expedition, the Dongkai campaign, the Tirah, and Waziristan expeditions.

By a narrow margin of four votes the United States Senate has defeated the proposed amendment to the Constitution for the popular election of United States Senators. An attempt was made by Senator Eugene Hale of Maine to prevent the amendment but by skillful tactics Senator Bourne of Idaho succeeded in putting his colleagues on record. Intense excitement prevailed in the Senate chamber while the vote was being counted. After adjournment Senator Bourne said to correspondents that he was encouraged by the closeness of the vote to-morrow as he hoped the proposed amendment has always been defeated, overwhelmingly in the Senate.

ORGAN RECITAL.

Owing to the absence from the Colony of the popular organist of St. John's Cathedral, the music-loving public has during the winter been deprived of the brilliant monthly recitals which Mr. Demman Fuller has previously been in the habit of providing. Now that he has returned from home, however, he has lost no time in reviving the musical treat, much to the delight of his numerous admirers, who came out in large numbers last evening, when the first of the new series was given.

The programme was carefully chosen, and, as usual, contained nothing that was cheap or trashy. It opened with a Gothic suite—chord, minuet, prayer, toccata—which was played with marked taste and all-round skill. Then came a Serenade by Frank Bridge, which was one of the choicest numbers given. This haunting little composition was interpreted with true artistic feeling, though the discordant blasts of a bugle band on the Volunteer parade ground did not add to the charms of the piece or the comfort of the congregation or the organist. Mr. Demman Fuller went a little off the beaten track in introducing the Impression "Harmonies of Evening" (S. Kang-Elet), but we cannot regard this as by any means the best of the fare provided. Still, this is probably a matter of taste. By common consent the Andante in F (F. Schubert), an always popular item, was delightfully given, while Grieg's *Hydnings March*, which concluded the programme, was masterfully played. The only vocal selection given was "O, rest in the Lord," sung by Mrs. Schindler. This soul-inspiring composition was rendered in perfect taste and with faultless expression.

The next recital will take place on Tuesday, April 4th.

Selections from the "Messiah" will be sung in the Cathedral at 9.15 p.m. on Good Friday.

AMOY NOTES.

(From Our Own Correspondent.)

AMOY, March 6.

AMOY HORTICULTURAL SOCIETY.

The date of the Spring Vegetable Show has now been fixed for Tuesday, March 14th, so it is to be hoped some rain will fall between now and then. Certainly the dull and overcast skies of the last few days look as if so may at last be granted a little rain. For the month of February the rainfall has been almost nil, and latterly the days have been halcyon days, indeed, with cloudless sun-bright skies, light zephyrs, and equable temperature. Most unusual weather for February, and thoroughly enjoyable, save for the excessive dryness.

MARKING MAY WHILE THE SUN SHINES. The Kulung Municipal Council has been taking every advantage for months past of the dry weather to improve the roads on Kulung, and especially by the making of good wide cement drains of the sides of all the main roads. Of course it is not possible to do this everywhere, but the Council is gradually putting the new drains in wherever it can, sometimes with the help of householders. The funds at its disposal are strictly limited, but a great many improvements are being made, all of which make for the benefit of the residents, both Foreign and Chinese.

PARCEL POST TO CHINA.

A further reform is announced as to Foreign Parcels from England to China, by which Parcels can now be sent not only to Treaty Ports, but to a great many inland cities, chiefly those served by steamers and railways. The extra charge for this as from England is only 1/6 per parcel in addition to the present scale. Moreover they can be insured in the case of most places. Parcels destined for inland places not reachable by boat or rail must not exceed 6 lbs. in weight, and are liable to an extra charge, neither can they be insured. But the new scheme will be a boon to many Missionaries and others now living in towns in the interior, and will at the same time relieve their colleagues in the ports from the trouble re-posting parcels, as has been hitherto necessary.

HIGHWAY ROBBERY.

News has just come down from the North River district that highway robbery on the boats on the stretches of river both above and below the rapids is more rife than ever, in spite of the "spasmodic vigilance of the Chinese authorities. Towards the end of the Chinese Year these highwaymen are always more in evidence, and the people seem to expect such things as a matter of course. But as a rule things are better in the New Year. This year, however, the robberies have continued into the first month, and on a larger scale, so much so that boats are now being robbed on their way down as well as on their way up the rapids. The Mandarin have caught a good many of the robbers and meted out to them summary punishment, exposing the bodies on the river side for all to see. But it has not hindered other bolder spirits from following in their methods in that they have begun to steal the clothes from off their victims as well as their money and valuables, indeed sometimes stripping men almost naked. If but one half of the tales one hears are true, it shows a very lamentable state of affairs, and one needing stern measures. One wishes one could hope the district would obtain the government troops.

REVIEWS.

The Feather Trade, the Case for the Defence, by C. F. DOWNHAM. London Chamber of Commerce.

A good deal of hysterical writing has found admittance to the newspapers of late regarding the depredations made in the world of bird-life by those men who cater to the wants of the millinery trade.

Several species noted for their beautiful feathers, such as the egret, the Bird of Paradise, certain parrots, etc., were supposed to be in danger of instant extinction at the hands of the feather collectors. Mr. Downham in 'the little book under review ably demonstrates that the agitation rests on ignorance and misconception and that so far from any of the species being in danger of extermination it is to the interest of the bird-collectors to see that they are more rigidly preserved than ever.

The feather trade gives employment to thousands in England and if further restrictions are placed upon it, instead of securing the objects which the Audubon and Bird Protection Societies desire, they would effect no good whatever, while the trade would be merely transferred to the Continent to the great loss and misery of many thousand deserving people. The little book deserves to have a wide circulation.

Confucius and Confucianism, Four Lectures by W. GILBERT WALSH, M. A. Hongkong, Messrs. Kelly and Walsh.

The Rev. Gilbert Walsh was quite right when he yielded to the solicitation of friends and put into print the four James Long Lectures on Confucius which he delivered during 1909. He has now added a contribution—Dr. Legge, Prof. Douglas, Prof. Giles, Dr. Martin, Prof. Parker, Mr. Davis, Mr. Dyer Ball and others and in so doing has collected and arranged in orderly series all the best information available concerning the life and teachings of the man who, though he died a neglected and disappointed teacher of austere morality, has so powerfully influenced the Chinese race for so many centuries. In Mr. Walsh's opinion Confucius contributed nothing to the spiritual side of the Chinese religious belief, "indeed we might say he attempted rather than augmented the original stock of religious thought, by the elimination of the more spiritual or supernatural elements, and the emphasising of the politico-moral concepts."

With this most judiciously agreed, and also with the statement that the primitive religion of China was a pure monotheism much loftier in conception than the Greek Zeus and with less "anthropomorphism" than the primitive Hebrew idea of God. But the germ of incipient polytheism was there and with no continued succession of inspired prophets, such as Israel produced, to combat the error the Chinese quickly fell away from the purer form of faith. Confucius was a ritualist rather than a religionist, hence the great stress he lays on filial piety and the observance of certain rites and ceremonies. But for all that he was an agnostic and declined to commit himself to any declaration that there was a future life. The lectures are packed with historical and critical data, showing the pains Mr. Walsh took in getting up his subject.

AT THE MAGISTRACY.

Two Chinese waiters had a quarrel, during the course of which one poured some boiling water over the other's head. The offender was to-day ordered to pay \$4 compensation.

A coolie was fined \$3 for having in his possession a live quail and a partridge in contravention of the game laws. The Magistrate also ordered that the birds be liberated at Shatin.

A Sanitary department coolie was charged to-day with running a cart over a boy at Yau-mat, causing him such injuries as to necessitate his removal to hospital. Mr. J. R. Wood, after hearing the evidence, found that no blame attached to the coolie, who was accordingly discharged.

A STORY OF THE CZAREVITCH.

The following story of the young Czarevitch is now going the rounds of society in St. Petersburg. His Imperial Highness, as befits his rank, is of course, greeted with a salute whenever he passes a sentry in the Palace precincts. Recently, however, it became evident that the honour so much gratified the young Prince that many unnecessary excursions were being made just the box of a certain sentry, the customary salute being accorded him every time. The matter reached the ears of his father, the Czar, who, to give him a lesson, issued orders that in future no notice should be taken of the Czarevitch's comings and goings by the sentries. The dismay of the heir was profound when, on passing his favourite sentry-box the next morning, he found that his presence was ignored. In childish indignation he went to the sentry and enquired the reason of this omission. "It is by the Czar's orders," was the reply. This seemed at first to settle the matter, but after a few moments' cogitation the Royal youngster approached the sentry again and said, pleadingly: "Please just do it this once, and I promise you father shall hear anything about it."

THE SAME OLD STORY.

The old, old story, told time without number, and repeated over and over again for the last 37 years, but it is always a welcome story to those in search of health. There is nothing in the world that cures coughs and colds so quickly as Chamberlain's Cough Remedy. For sale by all Chemists and Storekeepers.

WHY PAY

\$1.75

FOR NOVELS?

You can read the latest up-to-date Volumes for

20 CENTS.

WATKINS'

CIRCULATING LIBRARY.

No Subscription.

No Membership Fee.

The Woman Deborah, by Alice and Claude Ashew.

Rosanne, by Algernon Giesing.

Heart of Gold, by L. C. Mahoney.

Harold's Dream, by Harold Binham.

The Brand of Silence, by F. M. White.

The Justice of the King, by Hamilton Drummond.

The Riding Master, by Dolt Wyllarde.

Self and the Other, by Victoria Cross.

High Water Mark, by E. J. Hume.

The Little King, by Charles Major.

Chains, by Edward Noble.

Dorinda and Her Daughter, by J. Iota.

The Lesson, by Gertrude de S. Wentworth-James.

The House of Silence, by Evelyn Everett Green.

The Disappearance of Nigel Blair, by Florence Warden.

The Marriage of Count Malorto, by D. Hugh Price.

Fancy Farm, by Nell Munro.

An Empress in Love, by Fred Whistler.

The Love of Kusuma, by Bal Krishna, with an introduction by Victoria Cross.

The Malberries of Daphne, by Kate Korn.

A Gentleman of Leisure, by G. P. Wodehouse.

The Heart of a Maid, by Charles Garvice.

VICTORIA SKATING RINK,

DES VUEX ROAD CENTRAL.

Opposite the Central Market.

6 SESSONS DAILY.

From 9 A.M. to 11 P.M.

THE BEST FLOOR.

The agreement with the Hongkong Club having concluded the rink is now open on

MONDAYS AND THURSDAYS.

the same as other days.

Hongkong, November 29, 1910. 1841

THE EDWARD DISPENSARY,

C. KAMMING & CO., LD.

CHEMISTS, DRUGGISTS, etc.

MANAGER—CHENG KAM MING

(late Head Dispensary, Government Civil Hospital).

PRESCRIPTIONS ACCURATELY DISPENSED.

PURE DRUGS. PATENT MEDICINES.

PRICES MODERATE.

62a, Queen's Road Central.

Hongkong, February 9, 1911. 194

A VETERAN JOURNALIST.

Mr. St. Clair, Editor of the *Singapore Free Press*, is one of the principal land-marks in the Straits Settlements, and despite his long service in the tropics is still, we are glad to hear, going strong, as witness the following short autobiography printed on March 1st in the columns of the journal he so ably edits:—

It may be of interest to our readers to know that the Editor of the *Singapore Free Press* has sometime ago entered on his twenty-fifth year of continuous editorship of this journal. He has seen some eighteen journalistic colleagues in charge, or acting in charge, of the *Straits Times* and about a similar number in charge of the *Penang Gazette*. He has had three spells of holiday: one of seven months in 1892, as an officer of Singapore Volunteer Artillery when he was attached to the Penak Expeditionary Force during the Palang rebellion, when he was second in command to Col. R. S. Walker and controlled the entire transport and commissariat service and commanded the Arab and Tami districts, one holiday in 1902, and another, with the Imperial Press Conference in 1909. He has been altogether thirty-seven years connected with the tropics and the first of his three visits to England during that time was in 1884, as an invalid expected to "peg out" from liver abscess. It is not suggested that there is any particular interest in the record of a moderately fair amount of physical tenacity.

Mr. St. Clair's record is only beaten by that of Capt. Brinkley of the *Japan Mail*, who has been thirty years in command of his paper and never been home to England since he came out in the late sixties.

HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ CANAL.

(WITH LIBERTY TO CALL AT MALABAR COAST).

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORT with transshipment at CAPOUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND "AFRIC LINE" Proposed Sailings from Hongkong

Steamers from Hongkong	On or about	Connecting at Calcutta with	On or about
KUMSANG	Mar. 4th.	UMFULI	March 25th.

For Freight and further particulars apply to

DODWELL & CO., LTD., Agents.

RICE MILLS

OF ALL SIZES AND FOR MILLING ANY

GRADE OF RICE

BY DOUGLAS AND GRANT

OF KIRKCALDY, N.B.

STEAM ENGINES

OF ALL SIZES FOR MILLS & FACTORIES

ALSO FOR WATERWORKS, MINES, &c.

Quotations for any description of Machinery or Engineering Plant on application to

DODWELL & Co., Ltd.,

MACHINERY DEPARTMENT.

OREGON PINE LUMBER

LARGE STOCK OF ALL SIZES ON HAND.

The British Wood Preservative

"ANTHROL"

Destroys WHITE ANTS and prevents decay.

DODWELL & CO., LTD., Agents.

JOHN & ROBERT HARVEY & CO., LIMITED,

ESTABLISHED 1770.

THE Undersigned have been appointed SOLE AGENTS in Hongkong and Straits China to the above Company's

WHISKIES.

Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FROM	STEAMERS	TO SAIL	REMARKS
SHANGHAI, KORE, MOJI, BORNEO	Cap. W. R. S. Hall	About 10th March	Freight and Passage.
SHANGHAI, KORE, MOJI, BORNEO	Cap. H. Rowland	About 17th March	Freight and Passage.
LONDON, via Suez, Port Said, SUEZ, PANAMA, COLON, SAN PEDRO DE MACORIS, SAN JUAN, SAN PEDRO DE MACORIS, SAN JUAN, SAN PEDRO DE MACORIS, SAN JUAN	Cap. G. H. Watson, R.N.	March 18th	See Special Advertisement.
LONDON, via Suez, Port Said, SUEZ, PANAMA, COLON, SAN PEDRO DE MACORIS, SAN JUAN, SAN PEDRO DE MACORIS, SAN JUAN	Cap. G. H. Watson, R.N.	March 22nd	Freight and Passage.
SHANGHAI, KORE, MOJI, BORNEO	Cap. G. H. Watson, R.N.	About 22nd March	Freight only.

P. & O. S. N. Co.'s Office. E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY CO'S.

ROYAL MAIL STEAMSHIP LINE.

EMPIRE LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

21 DAYS HONGKONG TO VANCOUVER.

SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Prepared Sailings from Hongkong and Quebec or St. John, N.B. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong: EMPRESS OF JAPAN, SATURDAY, 11th MAR.

From St. John, N.B.: EMPRESS OF IRELAND, FRIDAY, 7th APRIL.

From Quebec: EMPRESS OF IRELAND, FRIDAY, 5th MAY.

From Montreal: EMPRESS OF JAPAN, SATURDAY, 8th APRIL.

From Vancouver: EMPRESS OF JAPAN, SATURDAY, 18th APRIL.

From Seattle: EMPRESS OF JAPAN, SATURDAY, 28th APRIL.

From Portland: EMPRESS OF JAPAN, SATURDAY, 20th MAY.

From San Francisco: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From Los Angeles: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Diego: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Jose: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Francisco: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From Los Angeles: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Diego: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Jose: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Francisco: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From Los Angeles: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Diego: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Jose: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Francisco: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From Los Angeles: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Diego: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Jose: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Francisco: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From Los Angeles: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Diego: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Jose: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Francisco: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From Los Angeles: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Diego: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Jose: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Francisco: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From Los Angeles: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Diego: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Jose: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Francisco: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From Los Angeles: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Diego: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Jose: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Francisco: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From Los Angeles: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Diego: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Jose: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Francisco: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From Los Angeles: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Diego: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Jose: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Francisco: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From Los Angeles: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Diego: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Jose: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Francisco: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From Los Angeles: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Diego: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Jose: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Francisco: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From Los Angeles: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Diego: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Jose: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Francisco: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From Los Angeles: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Diego: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Jose: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Francisco: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From Los Angeles: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Diego: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Jose: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Francisco: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From Los Angeles: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Diego: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Jose: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Francisco: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From Los Angeles: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Diego: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Jose: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From San Francisco: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

From Los Angeles: EMPRESS OF JAPAN, SATURDAY, 10th JUNE.

Shipping.

U. S. MAIL LINE.

PACIFIC MAIL S.S. COMPANY.

SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	Tons	FRIDAY	SAILING DATES
KOREA	19,000	10th Mar.	at 1 p.m.
SIBERIA	19,000	24th Mar.	at 1 p.m.
MANCHURIA	27,000	8th Apr.	at 1 p.m.
MONGOLIA	27,000	22nd Apr.	at 1 p.m.
KOREA	19,000	6th May	at 1 p.m.
SIBERIA	19,000	20th May	at 1 p.m.
MANCHURIA	27,000	3rd June	at 1 p.m.
MONGOLIA	27,000	17th June	at 1 p.m.

* Twin Screws. * Via Manila.

All Steamers are equipped with Wireless Telegraphy.

The P. M. S. S. KOREA will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, the 10th March, at 1 p.m.

Fares: Hongkong to London £71, 10 s. Return six months £120 24 months £125; including Berth and Meals across America.

SPECIAL RATES (First Class only) Granted upon Application.

To European Ports: Officials of any European Navy, Military, Diplomatic, Consular and Civil Services located in Asia, to European Officials in the Service of the Governments of China and Japan. To United States Ports: Commissioners of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points—Missionaries and their families.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Company, Kato's Building, opposite Blake Pier.

FRED J. HALTON, Agent.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED.

SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.)

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For

STEAMERS

Tons

Leaves

VICTORIA, B.C. & TACOMA

Via NAGASAKI, KOBÉ, SEATTLE MARU,

Via YOKOHAMA, KOBÉ, SEATTLE MARU,

VICTORIA, B.C. & TACOMA

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Via SHANGHAI, MOJI, KOBÉ, SEATTLE MARU,

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	LOONGSANG	SATURDAY, Mar. 11, at 2 p.m.
SHANGHAI	TUNGSHING	SUNDAY, Mar. 12, Daylight.
SANDAKAN	MAUSANG	WEDNESDAY, Mar. 15, at Noon.
SHANGHAI, KOBÉ AND MOJI	FOOKSANG	MONDAY, Mar. 20, at Noon.
SINGAPORE, PENANG AND CALCUTTA	KUTSANG	WEDNESDAY, Mar. 22, at Noon.

RETURN TOURS TO JAPAN. (Occupying 24 days).

The steamers Kutsang, Namang and Fooksang leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

* Steamers have superior Accommodation for first-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

For Freight or Passage, apply to Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.

General Managers.

CHINA NAVIGATION CO., LD.

CHINA.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGKONG & HAIPHONG	SINGAN	Mar. 9, at 10 a.m.
SHANGHAI	LINAN	Mar. 9, at 3 p.m.
TIENSIN	HUGHOW	Mar. 9, at 3 p.m.
SHANGHAI	CHINSHUA	Mar. 11, Midnight.
MANILA, CEBU & ILOILO	LININ	Mar. 14, at 4 p.m.

DIRECT SAILINGS TO WEST RIVERS—Twice Weekly.

S.S. LININ and S.S. SANUI.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the

MacEwen Frickel & Co.

AGENTS FOR
W. & A. GILBEY, Ltd.,

WINE MERCHANTS,
LONDON.

SPANISH PORT

A GOOD FRUITY
WINE.
\$12.00 per case.

INVALID PORT

A VERY FINE VINTAGE
WINE.
8 Years in Wood.
\$22.00 per case.

'84 Port

An Exceptionally Fine
Light Tawny Wine.
12 years in Wood. \$24.00.



SPANISH SHERRY.

A GOOD SPANISH WINE.
\$12.00 per case.

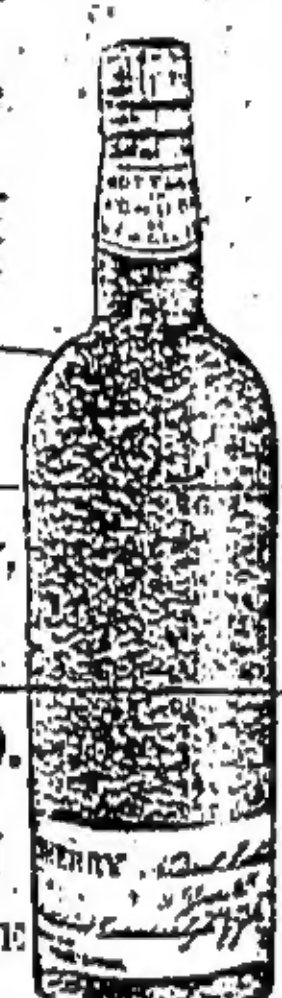
Natural Montilla Sherry

A Pale, Nutty Sherry,
natural and extremely
light in Alcohol.

9 Years Old. \$22.00.

MANZANILLA SHERRY

A DELICATE DRY WINE.
Years Old.
\$22.00.



SCOTCH WHISKIES.

THE FINEST.

A pure Malt Scotch
Whisky. Choice Quality
and well matured.
\$14.00 per case.

STRATHMILL.

Old "Highland"
(Glenlivet) Guaranteed
Pure Malt Pot Still
\$19.00 per case.

SPEY ROYAL.

Absolutely the Finest
Pure Malt Pot Still
Scotch Whisky
obtainable. Guaranteed
\$22.00 per case.



GINS.

OLD TOM GIN

\$10.00 per case.

LONDON DRY GIN

\$10.00 per case.

PLYMOUTH GIN

\$12.00 per case.

These Gins are Distilled
from unmaltered Corn,
and highly rectified, and have
the delicate flavour of the
Juniper Berry.



LIQUEURS.

Creme de Menthe

Cherry Brandy

Cherry Whisky

Creme de Cacao

Cumecoco

Mamechino

Benedictine D. G. M.

Yellow Chartreuse



BURGUNDIES.

Per Case

Per Case

Beaune 18.00 18.00

Pommard 18.00 20.00



Special attention given to family requirements.

Complete price list on Application.

MAC EWEN FRICKEL & CO.,

4 DES VUEUX ROAD.

SURVEYING & SCIENTIFIC INSTRUMENTS

W. F. Stanley & Co., Ltd. and
E. R. Watts & Son.

ALWAYS KEPT IN STOCK

Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS.

Hongkong, February 1, 1911.

To-day's Advertisements To-day's Advertisements

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction.

TO-MORROW (THURSDAY),

A QUANTITY OF
FANCY CLOCKS, ORNAMENTS, POST
CARDS, TOYS, &c., &c.,

And

35 CABIN TRUNKS

(more or less sea damaged).

Also

30 DOZEN TENNIS BALLS

(Shanghai and Ayres).

TERMS: Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, March 8, 1911.

MILK.

FRESH MILK.

SKIMMED MILK.

BUTTER MILK.

STERILIZED MILK.

Cream Cheese and Own Made

Fresh Butter.

THE DAIRY FARM CO., LTD.

Hongkong, November 12, 1910.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU

AND JAPAN PORTS.

THE Steamship

NIPPON MARU.

The above named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signment, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on SATURDAY, 11th March, at 5 p.m., 1911, will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No claims will be recognized after the Goods have left the Steamer or Godown, and all goods remaining undelivered on WEDNESDAY, March 15th, afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged cargo to be left on board or Godown and examination of same to be arranged.

All claims must be filed on or before March 23rd, 1911, otherwise they will not be recognized.

M. MATSUDA,

Agent.

Hongkong, March 8, 1911.

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

COBLENZ,

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godown of the Hongkong and Shanghai Wharf and Godown Company, Limited, Kowloon and West Point Godown, where delivery may be obtained.

No claims will be admitted after the Goods have left the Godown, and all goods remaining undelivered after the 15th of March will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godown, where they will be examined on the 15th of March, at 5.30 a.m.

All claims must be filed on or before the 20th of March, 1911, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD,

General Agents.

Hongkong, March 8, 1911.

Temperature.

Hongkong, March 8, 1911.

Barometer 9 a.m. 25.06

Do 10 a.m. 25.06

Do 11 a.m. 25.06

Do 12 a.m. 25.06

Do 1 p.m. 25.06

Do 2 p.m. 25.06

Do 3 p.m. 25.06

Do 4 p.m. 25.06

Do 5 p.m. 25.06

Do 6 p.m. 25.06

Do 7 p.m. 25.06

Do 8 p.m. 25.06

Do 9 p.m. 25.06

Do 10 p.m. 25.06

Do 11 p.m. 25.06

Do 12 p.m. 25.06

Do 1 p.m. 25.06

Do 2 p.m. 25.06

Do 3 p.m. 25.06

Do 4 p.m. 25.06

Do 5 p.m. 25.06

Do 6 p.m. 25.06

Do 7 p.m. 25.06

Do 8 p.m. 25.06

Do 9 p.m. 25.06

Do 10 p.m. 25.06

Do 11 p.m. 25.06

Do 12 p.m. 25.06

Do 1 p.m. 25.06

Do 2 p.m. 25.06

Do 3 p.m. 25.06

Do 4 p.m. 25.06

Do 5 p.m. 25.06

Do 6 p.m. 25.06

Do 7 p.m. 25.06

Do 8 p.m. 25.06

Do 9 p.m. 25.06

Do 10 p.m. 25.06

Do 11 p.m. 25.06

Do 12 p.m. 25.06

Do 1 p.m. 25.06

Do 2 p.m. 25.06

Do 3 p.m. 25.06

Do 4 p.m. 25.06

Do 5 p.m. 25.06

Do 6 p.m. 25.06

Do 7 p.m. 25.06

Do 8 p.m. 25.06

Do 9 p.m. 25.06

Do 10 p.m. 25.06

Do 11 p.m. 25.06

Do 12 p.m. 25.06

Do 1 p.m. 25.06

Do 2 p.m. 25.06

Do 3 p.m. 25.06

Do 4 p.m. 25.06

Do 5 p.m. 25.06

Do 6 p.m. 25.06

Do 7 p.m. 25.06

Do 8 p.m. 25.06

Do 9 p.m. 25.06

Do 10 p.m. 25.06

Do 11 p.m. 25.06

Do 12 p.m. 25.06

Do 1 p.m. 25.06

Do 2 p.m. 25.06

Do 3 p.m. 25.06

Do 4 p.m. 25.06

Do 5 p.m. 25.06

Do 6 p.m. 25.06

Do 7 p.m. 25.06

Do 8 p.m. 25.06

Do 9 p.m. 25.06

Do 10 p.m. 25.06

Do 11 p.m. 25.06

Do 12 p.m. 25.06

Do 1 p.m. 25.06

Do 2 p.m. 25.06

Do 3 p.m. 25.06

Do 4 p.m. 25.06

Do 5 p.m. 25.06

Do 6 p.m. 25.06

Do 7 p.m. 25.06

Do 8 p.m. 25.06

Do 9 p.m. 25.06

Do 10 p.m. 25.06

Do 11 p.m. 25.06

Do 12 p.m. 25.06

Do 1 p.m. 25.06

Do 2 p.m. 25.06

Do 3 p.m. 25.06

Do 4 p.m. 25.06

Do 5 p.m. 25.06

Do 6 p.m. 25.06

Do 7 p.m. 25.06

Do 8 p.m. 25.06

Do 9 p.m. 25.06

Do 10 p.m. 25.06

Do 11 p.m. 25.06

Do 12 p.m. 25.06

Do 1 p.m. 25.06

Do 2 p.m. 25.06

Do 3 p.m. 25.06

Do 4 p.m. 25.06

Do 5 p.m. 25.06

Do 6 p.m. 25.06

Do 7 p.m. 25.06

Do 8 p.m. 25.06

Do 9 p.m. 25.06

Do 10 p.m. 25.06

Do 11 p.m. 25.06

Do 12 p.m. 25.06

Do 1 p.m. 25.06

Do 2 p.m. 25.06

Do 3 p.m. 25.06

Do 4 p.m. 25.06

Do 5 p.m. 25.06

Do 6 p.m. 25.06

Do 7 p.m. 25.06

Do 8 p.m. 25.06

Do 9 p.m. 25.06

Do 10 p.m. 25.06

Do 11 p.m. 25.06

Do 12 p.m. 25.06

Do 1 p.m. 25.06

Do 2 p.m. 25.06

Do 3 p.m. 25.06

Do 4 p.m. 25.06

Do 5 p.m. 25.06

Do 6 p.m. 25.06